

## Past and Future

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How Did Antelope Valley Happen?

# Before Antelope Valley

1960s 1970s 1980s 1990s



Separate and Uncoordinated Efforts



For many decades the three Antelope Valley partners worked separately, without coordination on stormwater, transportation and community revitalization.

Their uncoordinated efforts did not go far enough to solve the issues.

# Antelope Valley Study

1995 to 2000



- 3 Entities Form Partnership
- Scope: Flood Control, Transportation, and Community Revitalization
- Grass Roots Consensus Process
  - 75 Citizen Advisory Committee Meetings
  - Over 1000 Public Meetings

That changed in the 1990s. The 3 government entities concluded many of these unfulfilled tasks were interrelated. The 3 entities formed the Antelope Valley partnership in 1995. The partners jointly worked on a grass roots consensus process holding over 1,000 public information meetings to formulate the Antelope Valley Projects to address stormwater, transportation and community revitalization issues.

# **Antelope Valley Projects Approved**

**2000 & 2001**



## **Antelope Valley Projects**

- Lincoln City Council, University Board of Regents and Lower Platte South NRD Officially Approved
- Federal Government Signs the Final Environmental Impact Statement
- State Legislative Authorization
- Partners Sign Documents to Begin Implementation

In 2000 and 2001, the 3 partners officially approved the Antelope Valley Projects.

The Federal government also gave its approval to a Final Environmental Impact Statement, allowing the projects to receive federal funding.

The State legislature also gave its blessing to a \$15 million funding package.

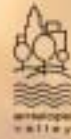
# Approved Antelope Valley Projects



Here is the map illustrating the approved Antelope Valley Projects.

The same base map will now show the projects according to the proposed construction sequence.

# Phasing the Antelope Valley Projects



Antelope Valley Projects will be built over the next 6 to 10 years, subject to available funding.

The Northeast Community Park is under construction now and is scheduled for completion in the fall of 2003

Construction of Phase 1 of the waterway from Salt Creek to the railroad tracks has begun. The remaining downtown area roadway, waterway and park projects are then sequenced in order to maintain traffic flow to and from the downtown and UNL by constructing the roadway bridges prior to the waterway construction.

The Military Road, Y Street, and the Vine Street Bridges are scheduled for construction in late 2003

Followed by Phase 2 of the waterway, three legs of the big "X" bridge intersection and the downtown bridges at N, O, P, and Q Streets

Phase 3 of the waterway can then be built with no disruption to the primary traffic routes into the downtown area.

Construction of the East Downtown Community Park and Trago Park will follow construction of the waterway in the same time frame as the easterly leg of the elevated "X" bridge

The remaining downtown roadways projects are then constructed including 19<sup>th</sup> Street from K to Q, completing the Antelope Projects over the next 6 to 10 years